



## Committee of the Whole Report

---

**Report Number:**    **ENG2024-014**

**Meeting Date:**    June 4, 2024

**Title:**                    Request for All-Way Stop – William Street North and Colborne St West, and William Street North and Elgin Street, Lindsay

**Description:**            Traffic Management

**Author and Title:**    Joseph Kelly, Traffic Mangement Supervisor

---

### Recommendation(s):

**That** Report ENG2024-014 **Request for All-Way Stop – William Street North and Colborne St West, and William Street North and Elgin Street, Lindsay** be received;

**That** an all-way stop be installed at the intersection William Street North and Colborne Street West;

**That** flashing red beacons be installed above the stop signs, warning of the all-way stop at the intersection of William Street North and Colborne Street West; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## **Background:**

At the Council meeting of October 24<sup>th</sup>, 2023, Council adopted the following resolutions:

### **CR2023-503**

**That** the petition received from Cameron Clark and Wylita Clark, **regarding a Four Way Stop At William Street North and Elgin Street, Lindsay**, be received and referred to Staff for review and report back by the end of Q2, 2024.

### **CR2023-504**

**That** the petition received from Cameron Clark and Wylita Clark, **regarding a Four Way Stop At William Street North and Colborne Street, Lindsay**, be received.

This report addressed those directions.

## **Rationale:**

The related petitions, which are available for viewing at the City Clerk's Office, are specific in the request for the use of all-way stops to discourage speed and through traffic. All-way stops are a right-of-way control, it is contrary to the Ontario Traffic Manual (OTM) to use all-way stops as a form of traffic calming.

In any event, staff performed the necessary warrants to determine if installing all-way stops are justified as right-of-way controls. The criteria to satisfy the warrants depend on the design of the main road with arterials being the strictest to satisfy. The intersection of William St N and Colborne St W features arterial designated roads meeting at right angles where through traffic enters collector roads. For the purpose of this warrant, considering the overall residential density at all approaches to justify using the collector road criteria would be using good engineering judgement. Results of the warrants can be seen in Appendix A.

It should be noted that William St N and Colborne St W has been identified in the Transportation Master Plan (TMP) as needing long term improvements such as a traffic signal. The TMP update, scheduled for a September 2024 completion, will factor in the Colborne St crossing project when reassessing the timeline for the recommended improvements.

## **All-way Stop Warrants:**

The Ontario Traffic Manual has two methods to determine if an all-way stop is warranted:

### **1) All-way Stop Minimum Volume Warrant (Urban Collector)**

The OTM suggests that an All-way stop control may be considered on urban collector roads where conditions are met for all of the following:

- a) Total hourly vehicular volume on all approaches to exceed 375 for each hour of an eight-hour period; and
- b) Combined vehicle and pedestrian volume for minor street to exceed 150 units for each hour in the same eight-hour period OR 120 units with an average delay of 30 seconds; and
- d) Volume split does not exceed 70/30 (that is the minor street must not be less than 30% of the total volume entering the intersection).

Neither intersection meet the criteria for the minimum volume warrant.

## **2) All-way Stop Collision Warrant**

An All-way stop control may be considered on an intersection with a high accident frequency. For the purpose of this warrant, a high accident frequency is an average of three collisions per year over a three-year period.

William St N and Elgin St had no reported collisions over the latest 3 years of available data. William St N and Colborne St W did satisfy the collision warrant with an average of three collisions per year.

**As a result of the justification review carried out by staff, it is recommended that an all-way stop with flashing beacons be installed at the intersection of William St N and Colborne St E.**

## **Other Alternatives Considered:**

The collision warrant is satisfied, therefore leaving the intersection as-is until the future traffic signal is installed is not recommended.

## **Alignment to Strategic Priorities**

Providing life safety and protection, is a priority objective of the City under the Council Adopted Strategic Plan Goal of An Exceptional Quality of Life.

## **Financial/Operation Impacts:**

\$1350 - Cost of installing new signs and painting through Public Works operational budget

\$7000 – Cost of 4 flashing red solar beacons through the 2025 traffic signal capital budget.

## **Consultations:**

N/A

**Attachments:**

Appendix A – OTM All-Way Stop Warrant Results



Adobe Acrobat  
Document

**Department Head email:** [jrojas@city.kawarthalakes.on.ca](mailto:jrojas@city.kawarthalakes.on.ca)

**Department Head:** Juan Rojas, Director of Engineering & Corporate Assets

**Department File:** Engineering